

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

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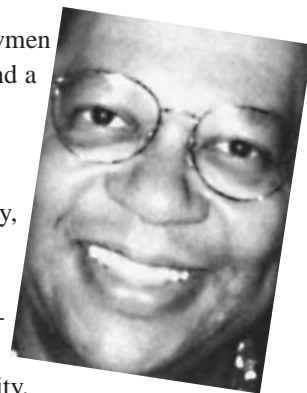
Please let us know what you think this newsletter needs. After all, it's your newsletter!



THE GOOD, THE BAD AND THE UGLY *by Earl Jones, LBC President*

You may remember the 1970's spaghetti western of that title, which despite being made in Italy, was about outlaws and lawmen in the American West. It starred Clint Eastwood (the good) and a couple of other guys who were up to no good and none too good-looking.

Anyway, in the modern and cycling-related update of the story, the (collective) good guy is the Louisville Metro administration, led by Mayor Abramson and the people at Planning and Design, especially Director Charles Cash and Assistant Director Mohammad Nouri, who have set the strategy and implementing plans to make Louisville a bicycle-friendly community.



We reported in the March-April Newsletter that Mayor Abramson had accepted the Bike Taskforce's recommendation of 3 priority corridors for improvements: Third Street-Southern Parkway-New Cut Road, Taylorville and River Road. If you've been downtown recently you saw that the bike-laning of Third Street has begun.

River Road is THE high priority corridor. That's where the most ambitious plans are being developed. Metro Government has added River Road bicycle improvements to the Horizon 2030 Transportation Plan. This plan, which will guide transportation expenditures within the greater Louisville (KIPDA) region, was amended in June 2006 to provide for bicycle and pedestrian facility improvements from downtown Louisville to Prospect Point (US 42). A total of \$2,500,000 will be spent on this 8.15-mile section. (Louisville has applied for two federal grants to make River Road a bicycle friendly corridor.)

Other new developments that will help make River Road more bicycle-friendly include the following:

Metro Louisville will take over the development of the design from KY DOT and oversee the re-construction of River Road between Beargrass Creek and Zorn Avenue. The new design will include on-road bike lanes in both directions on River Road and a separate multiuse path.

As I mentioned at the July general membership meeting, as between a complete repaving of the section from Zorn Avenue to Blankenbaker – which is on the schedule to be done this fall – the Bike Task force has asked the city to consider holding off a full repaving in favor of extensive repairs until next year. This would give time to evaluate how to include bicycling facilities from Zorn to Blankenbaker and on out to Prospect Point and allow the repaving to integrate any new facilities.

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